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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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HONGKONG, TUESDAY, MAY 2ND, 1911.

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[a30-4]

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[a1351]

GREEN ISLAND CEMENT COMPANY

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In Casks 375 lbs. net

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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. [a1364]

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[a1404]

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Hongkong 1st April, 1909 [a545]

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[a54]



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No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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	Floating Docks.	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.	
Max. Length of Ship taken in	460 Feet	580 Feet.	
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
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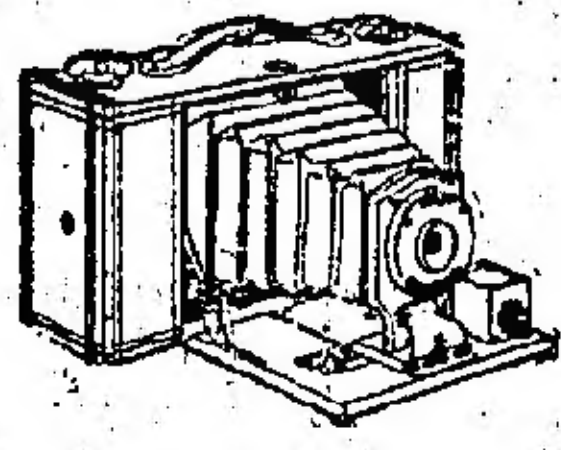
[a689]

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PHOTO GOODS of every description, EASTMAN
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[a257]



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Canada.

TELEPHONE No. 75.

[a2a]

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C. LAZARUS & CO., LTD.,

ARE

KNOWN THROUGHOUT

INDIA.

[a747-2]

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MANUFACTURERS OF

HIGH CLASS

SWATOW DRAWN WORK.

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CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911. [a591]

NOTICES OF FIRMS

THE MERCANTILE BANK OF INDIA, LIMITED.

NOTICE.

I HAVE This Day Assumed Charge of the
Branch of this Bank in Hongkong.

F. C. MACDONALD.

Hongkong, 29th April, 1911. [a49]

NOTICE.

THE Interest and Responsibility of MR.
EDMUND ELIAS HUMPHREYS in
our Firm CEASED on 31st December, 1910.

JOHN D. HUMPHREYS & SON,
Hongkong, 29th April, 1911. [a62]

THE HONGKONG IRON MINING COMPANY, LIMITED.

DURING my Absence and until further
notice MR. EDGAR BRUCE SHEP-
HERD has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 29th April, 1911. [a63]

THE HONGKONG LAND RECLAMATION CO., LTD.

DURING my Absence and until further
notice MR. EDGAR BRUCE SHEP-
HERD has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 29th April, 1911. [a64]

NOTICE.

WE Beg to Notify that MR. H. OISHI
has been transferred to our Moji Office,
and MR. Y. SHIBUYA will take Charge of the
Local Office of the Company as Manager from
This Date.

MITSU BISHI GOSHI-KWAISHA,
Hongkong, 29th April, 1911. [a65]

NOTICE.

NOTICE IS HEREBY GIVEN that I
have Dissolved Partnership with Capt.
GILLAN, of the Zetland House, in Zetland
Street, Victoria, Hongkong, since the 18th
April, 1911. I will therefore not be held
responsible for any Debts contracted since that
date.

CHENG WA KWAN.
Hongkong, 25th April, 1911. [a60]

WANTED

WANTED.

A FURNISHED HOUSE at the PEAK
for some Months.

Apply to— Box No. 205,
Care of "Daily Press" Office.
Hongkong, 1st May, 1911. [a65]

NOTICE.

COMPRADORE REQUIRED.

A European Firm requires a COMPRA-
DORÉ of good standing for its Canton
Branch. Security \$100,000 at the least in
Hongkong Property or cash. Apply in writing
marked "COMPRADORE" to

DEACON, LOOKER & DEACON,
1, Des Vœux Road,
Hongkong.

Hongkong, 25th March, 1911. [a62]

WANTED.

A COMPRADORE of good standing for
an European Firm in Hongkong.
Security at least \$50,000 Cash.

Apply to— "A.B.",
Care of "Daily Press" Office.
Hongkong, 27th April, 1911. [a64]

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Quality Table Butter Imported.

We Stock Three Other Brands at Prices
to suit all.

THE

DAIRY FARM CO., LTD.

[a36]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.
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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel
Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRA.

J. H. TAGGART, Manager

Hongkong, 24th July, 1905. [a630]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a630]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly

renovated, extensively enlarged, and is now

luxuriously furnished and up-to-date in every

respect, situated in the most central position.

Large and Airy Rooms, Hot, Cold, and Shower

Baths, Electric Light Throughout and Fans,

Large and Comfortable Lounge, Private and

Public Bars and Billiard Rooms, CUISINE

ENTIRELY UNDER EUROPEAN

SUPERVISION. Sanitary Arrangements of

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STEAMERS. Monthly Rates for Fifth and

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TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a43]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort

Fine View of the Harbour.

Telephone, No. 690.

Apply to— Mrs. F. W. TYTIS,

"Braeside," 20, Macdonnell Road,

Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL

SHAM-KEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-KEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

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A. S. WATSON & CO.
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

BRANDY:

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A—SUPERIOR PALE, Red Capsule ...	220
B—SUPERIOR OLD COGNAC, Red Capsule ...	23
WATSON'S • • • COGNAC, Gold Capsule ...	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule ...	40
HEINNESSY • • •	30
ROUTELEAU'S CHAMPAGNE LIQUEUR ...	40

	Per Doz.
FINE PALE COGNAC (Marie Brizard & Roger's) ...	\$20.30
S. O. F. V. O. COGNAC (Marie Brizard & Roger's) ...	61.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's) ...	100.00

Note.—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
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HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 2ND, 1911.

The reception accorded the new Anglo-Japanese Treaty in Japan has been apparently a mixed one. In official circles, of course, nothing has been heard but praise, but free-lances like Count Okuma and others, are inclined to see in it another diplomatic failure. The tendency to find diplomatic failures in Japan's foreign policy is quite a sign of the times. It was advanced at the time of the annexation of Korea when it was learned that Japan had agreed to keep the present Korean tariff in force for another ten years, an agreement, by the way, which, it would appear from a statement made in the British Parliament, was forced on Japan by the British Government. The cry of diplomatic failure was also heard in connection with the new Japan-United States Treaty, where it was somewhat reasonably pointed out that the relegation of the objectionable clause in the old Treaty concerning Japanese immigrants to a separate statement was merely a matter of form, the critics holding that it was of small importance whether it was embodied in the Treaty itself or attached to it. The objectionable point in regard to the old Anglo-Japanese Treaty was the Tariff Convention attached, and it was hoped that it would be possible to get rid of this in framing the new Treaty. The excitement aroused by a somewhat unfortunate statement by a

responsible Japanese Minister and the subsequent strong protests are still fresh in the memory. The result was that to the new Treaty is attached a Schedule in which a few articles of British manufacture are specified to which reduced Customs duties are attached, Great Britain in return promising to continue to admit duty free certain Japanese staples. Such a Treaty is, of course, open to criticism, although there seems to be no truth in the statement that the publication of the Treaty was withheld until after the prorogation of the Diet. It is interesting to note that the opposition to the Treaty in Japan is not directed against the reduction of the duties, but to the form in which the reduction has been made. It is claimed that instead of forming what is practically a Tariff Convention the reduction of the duties should have been made in the statutory tariff. There is no objection to making reciprocal tariff conventions, such as presumably will be made with France and Germany, but there is strong objection to one-sided tariff conventions being formed such as that with Great Britain, where Japan receives nothing in return for the substantial reductions allowed on British staples, for the agreement on the part of Great Britain that she will continue to admit certain Japanese goods duty free, though obviously framed as a *quid pro quo*, is not taken very seriously in Japan, where a change in Britain's fiscal policy is not considered as probable. In other words, while the critics agree that the duties on British staples under the Japanese statutory tariff are too high and that it was necessary to make concessions to Japan's ally, they strongly object to any appearance of Japan being placed in a derogatory position. The national pride of the Japanese, a factor always to be reckoned with, is immediately aroused when there appears anything in her relations with the other Powers tending to indicate that she is not their equal, and it is held that the agreement with Great Britain does place Japan in such a position of inequality. On behalf of these critics it may be fairly claimed that they are now voicing the views held by the Japanese Government before the opening of the negotiations, when it was certainly not expected that Japan would find herself making a Customs convention with a free-trade country. The Government's change of attitude bears eloquent testimony to the strength of the Alliance, without which delicate negotiations would have been quite impossible. As for the effect of the reductions in maintaining the import of the British goods, although the manufacturers in England are reported to regard them as farcical, by which presumably is meant that the reductions are not sufficient, there is reason to believe that they are sufficient to enable Great Britain to compete with Japanese manufacturers. Somewhat inflated ideas appear to be held as to the development of Japanese industries and the ultimate fate of all foreign manufactures imported to Japan is regarded very pessimistically. It does not require a very careful investigation, however, to show that Japan still lacks the skill necessary for the best work, and that this alone is sufficient to increase the cost of her manufactures to a level with those of Europe, the quality remaining inferior. Further, the idea on which such pessimistic views are founded—that the best customers are countries of low industrial development and that trade with Japan will therefore decrease in proportion to the rise of industrialism in that country—seems to be not founded on facts. Already, although several imports to Japan have been superseded by home manufactures, the bulk of the import trade has grown immensely, and when we consider that Great Britain's best customers are highly developed industrial countries like Germany and the United States it seems not unreasonable to look forward to a great increase in the trade with Japan growing with the wealth and importance of that country. No doubt there will be some changes in the lines of commodities which Japan will take, but as long as British manufacturers are able to compete with other countries in regard to quality the probabilities of a loss of trade are remote.

The Rev W. P. G. Field, M.A., has resigned the Chaplaincy of Christ Church, Yokohama, which he has held for nine years.
Publication of the *Macao* newspaper *A Verdade* has been again suspended by order of H.E. the Governor of the Colony.
Two lunkongs were charged at the Magistracy yesterday with indecently exposing themselves and using abusive language to two girls. The hearing was remanded.
A collapse took place yesterday at the Mohammedan temple in Shelley Street. The wall of an outhouse gave way, and an Indian who was smoking his hookah was injured about the back.

The Hon. Sir Paul Chater, C.M.G., and the Hon. Mr. Henry Koswick, Delegates of the Colony to the Coronation, leave by the German mail steamer to-morrow for England.

Two men arrested in connection with the death of a passenger on the s.s. *Kwongwai* last month were brought before Mr. Hallifax at the Magistracy yesterday and remanded.

A group photograph of the five Volunteer officers of the Coronation contingent who left for Home by the *Atsuga* on Saturday was taken by Mee Cheung at the approach to Blake Pier.

The health return for last week showed that there had been seven cases of plague reported in the Colony, three of enteric fever (one fatal), one of relapsing fever, and fourteen of small-pox, twelve of whom died.

John Roll, who described himself as a Canadian, was brought before Mr. Hallifax at the Magistracy yesterday charged with having stowed away on the s.s. *Prins Sigismund*, from Manila, and pleading guilty, was sentenced to one month's imprisonment.

Three men who went on board the launch *Yong* armed with iron bars and assaulted the coxswain were yesterday committed to prison for the offence, the first being sentenced to six weeks' imprisonment, the second to two weeks and the third to one week.

A coolie who entered the servants' quarters at the residence of Mr. D. Macdonald in Macdonell Road during the night and stole several pieces of clothing was arrested enough to make the boy as he was leaving. The latter gave chase and captured this thief, who was sentenced to fourteen days' imprisonment.

The return of visitors to the City Hall Library and Museum for the week ending the 30th April, shows that of non-Chinese there were 468 to the Library and 162 to the Museum, and of Chinese 179 to the former and 3,003 to the latter. The Library was, therefore, used by 647 persons and the Museum by 3,171.

The dangers of jumping on a tram car from the wrong side have been illustrated in the case of a local European constable who attempted to board a train in motion on the Shaukiwan Road. He forgot about the standards placed in the middle of the road and as he stood on the step he was dashed with considerable force against one of these. He was thrown to the ground and was picked up unconscious. He is now in hospital.

On the arrival of the E. and A. Company's steamer *Eastern*, at Kobo, H. H. Prince Leopold of Battenberg was removed to the Oriental Hotel. His Highness had not recovered from his recent illness, and consequently was unable to leave the hotel. The Prince is accompanied by Dr. McIlroy, who was formerly in practice in Kobo with Drs. Thornecraft and Miller. His Highness is expected to leave Yokohama on the 8th inst. by the *Empress of India*, on his way Home for the Coronation.

An extensive theft of ginseng was carried out in a most daring manner the other day. Three men went to a firm in Connaught Road and made certain representations, on the strength of which they were given five bags of ginseng valued at \$1,050. They asked that one of the firm's folk should accompany them to the office of Messrs. Arnhold, Karberg & Company, and the folk went off with them. Arrived at the office of the company two men proceeded upstairs with the ginseng, leaving one man with the folk below on the understanding that they would return with the money. But the men and the ginseng disappeared. The police were apprised of the occurrence, and they have succeeded in arresting the three men, but the ginseng has not been recovered. The case was mentioned at the Magistracy yesterday and remanded.

THE PLAGUE INQUIRY.
INTERESTING EVIDENCE.
PEKING, May 1st.

The evidence given at the Plague Conference confirms the view that the disease originated in farbagans, and there is circumstantial evidence of being occasionally transmitted by mules.

The decline in the epidemic is mainly attributable to the precautionary measures adopted. The alleged attenuation of the bacillus is not supported, the view taken being that the virulence of the epidemic was maintained throughout by sputum particles alone.

The theory of the infectivity of the breath is unsustainable.

FROM SOUTHERN PAPERS.
THE DYNAMITE OUTRAGE AT LOS ANGELES.

At Indianapolis, Macnamara, the International Secretary of the Structural Ironworkers of America, has been arrested on charges of murder, and complicity in the blowing up with dynamite of the offices of the *Los Angeles Times* newspaper on October the first last year.

A quantity of dynamite and fuses were found in the basement of the headquarters of the Union.

PRINCE HENRY AS AVIATOR.

London, April 24th.

Prince Henry of Prussia made a brilliant aeroplane flight from the Darmstadt Parade ground, flying for forty minutes at an average height of five hundred feet and covering in all thirty-two miles.

He descended owing to a defect in the motor and glided gracefully down amidst the cheers of the troops.

AN ELECTION MATTER.

London, April 24th.

The Unionists have decided not to contest the seat in East Dorset rendered vacant by the Hon. E. W. Guest's promotion to an Under Secretaryship.

EXTENSIVE FIRE IN TIENTSIN.

Word was received in Shanghai last week that there had occurred a large fire in the French Concession, Tientsin, during which a godown containing cotton, and a show-room, both belonging to Messrs. Arnhold, Karberg & Co., had been burned. The premises of Messrs. Mackenzie & Co., situated about one block distant, were also burned, but the extent of the loss of the two firms has not yet been ascertained.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

REVOLUTION SPREADING IN KWANGTUNG.

FIGHTING EXPECTED AT CANTON.]

CANTON, May 1st.

The revolutionary trouble is spreading to other towns.

There have been riots at Fatshan and the town has been partly burnt.

At Shihing the Prefect has been assassinated, and so also has the Magistrate at Samshui.

Fighting is expected here (Canton) to-day.

Seven gunboats are stationed off the Shamen.

LATEST NEWS.

CANTON, May 1st.

Passenger traffic on the Eatsan railway was suspended yesterday, the trains during the day being employed in carrying soldiers to Fatshan.

Yesterday the gates of Canton were closed.

[We learn that news reached the Colony last night of fighting taking place in Canton not far from the Shamen, but we have received no confirmatory telegram. Our Chinese issue, a Cheung Ngai San, 2c, last night received a telegram from Canton contradicting the reports that the rebels have destroyed the Yamen at Fatshan, and saying that they have not yet reached that city, though they are marching towards it.]

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PEKING, May 1st.

The evidence given at the Plague Conference confirms the view that the disease originated in farbagans, and there is circumstantial evidence of being occasionally transmitted by mules.

The decline in the epidemic is mainly attributable to the precautionary measures adopted. The alleged attenuation of the bacillus is not supported, the view taken being that the virulence of the epidemic was maintained throughout by sputum particles alone.

The theory of the infectivity of the breath is unsustainable.

FROM SOUTHERN PAPERS.

THE DYNAMITE OUTRAGE AT LOS ANGELES.

At Indianapolis, Macnamara, the International Secretary of the Structural Ironworkers of America, has been arrested on charges of murder, and complicity in the blowing up with dynamite of the offices of the *Los Angeles Times* newspaper on October the first last year.

A quantity of dynamite and fuses were found in the basement of the headquarters of the Union.

PRINCE HENRY AS AVIATOR.

London, April 24th.

Prince Henry of Prussia made a brilliant aeroplane flight from the Darmstadt Parade ground, flying for forty minutes at an average height of five hundred feet and covering in all thirty-two miles.

He descended owing to a defect in the motor and glided gracefully down amidst the cheers of the troops.

AN ELECTION MATTER.

London, April 24th.

The Unionists have decided not to contest the seat in East Dorset rendered vacant by the Hon. E. W. Guest's promotion to an Under Secretaryship.

EXTENSIVE FIRE IN TIENTSIN.

Word was received in Shanghai last week that there had occurred a large fire in the French Concession, Tientsin, during which a godown containing cotton, and a show-room, both belonging to Messrs. Arnhold, Karberg & Co., had been burned. The premises of Messrs. Mackenzie & Co., situated about one block distant, were also burned, but the extent of the loss of the two firms has not yet been ascertained.

TELEGRAMS.

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[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

CHAMPAGNE TROUBLE IN FRANCE.

LONDON, May 1st.

At Bar-sur-Aube a demonstration in favour of the inclusion of Aube in the champagne area led to a collision with the police in which several were injured and a number of arrests were made.

AFFAIRS IN MOROCCO.

LONDON, May 1st.

A Rabat courier from Mequinez confirms the report that the town was captured by Berbers on the 19th April after five days' fighting.

A message from Fez dated 23rd April states that no further attacks have been made on the town. Some of the beleaguering tribes are quarrelling among themselves.

FRANCE AND MOROCCO.

LONDON, May 1st.

Reuter's correspondent at Berlin telegraphs that the semi-official "Nord Deutsche Allgemeine Zeitung" hopes that events will permit France to adhere to her programme in Morocco.

Any transgression of the Algerian Act will have bad consequences which cannot be disregarded.

FRENCH PRESIDENT'S TOUR.

LONDON, May 1st.

President Fallieres has concluded his tour and returned to Toulon.

THE TROUBLE AT CANTON.

LONDON, May 1st.

The German gunboat "Itis" has been ordered to proceed from Hongkong to Canton.

SHANGHAI RACES.

FIRST DAY.

[FROM OUR OWN CORRESPONDENT.]

The Spring Race Meeting at Shanghai commenced yesterday. Following are the results—

THE SUBSCRIPTION GRIFIN PLATE. Three-quarters of a mile.

Mr John Peel's Dunbar, Johnstone ... 1
Mr Gladys's Craftman, Burkill ... 2
Mr E. V. Hobbs' Multist, Cumming ... 3

Time 1 m. 35-1/5 sec.

THE CRITERION STAKES. For China Ponies One mile.

Mr F. B. Marshall's Willow Tree, Vida ... 1
Mr Argyle's Hankow, Morris ... 2
Mr Dugger's Just-a-Lime, Cumming ... 3

Time 2 m. 07-1/5 sec.

THE GRIFIN PLATE. Three-quarters of a mile.

Mr Gladys's Foreman, Burkill ... 1
Mr F. B. Marshall's Cypress Tree, Vida ... 2
Mr E. V. Hobbs' Multist, Cumming ... 3

Time 1 m. 03-2/5 sec.

THE CATHART CUP. For China Ponies. One mile and a half.

Mr Marshall's Foreman, Burkill ... 1
Mr Dugger's Just-a-Lime, Cumming ... 2
Mr Buxey's Coronation Rose, Burkill ... 3

Time 3 m. 19-1/5 sec.

THE POT MATTING CUP. For Griffins. One mile.

Mr Lead's Disputed, Crighton ... 1
Mr Dugger's Just-a-Lime, Cumming ... 2
Mr Dugger's Wei Hai, Dalgleish ... 3

Time 2 m. 10 sec.

HART LEGACY CUP. Presented by the late Mr. James Hart. 2 miles.

Mr Sles's Stadacona, Laurence ... 1
Mr Argyle's Hankow, Morris ... 2
Mr Pignator's Buxbody, Brand ... D.H.
Mr Min's Pegoh, Rowe ... D.H.

Time 0:58-2/5.

JOCKEY CUP. 1 mile.

Mr Dick Turpin's Valkalla, Dalgrano ... 1
Mr Dugger's Just-a-Lime, Cumming ... 2
Mr Carwithen's Lachine, Fahr ... 3

Time 2:07-3/5.

KIANGSU CUP. 1 1/2 mile.

Mr Fernando's Carlisle, Dalgleish ... 1
Messrs Oswald & Hunter's, Reilient, Rowe ... 2
Mr Buxey's Royal Rose, Purkill ... 3

Time 3:53-3/5.

ECLIPSE STAKES. 1 1/2 mile.

Mr Gladys's Workman, Burkill ... 1
Mr Marshall's Ebony Tree, Johnstone ... 2
Mr A. D. Bell's Merrick, Moller ... 3

Time 2:42.

CRIBBLE CUP. 1 mile.

Mr R. Macgregor's King George, Burkill ... 1
Mr O. Flynn's Donaghmore, Birchall ... 2
Mr Pignator's Toncat, Rowe ... 3

Time 2:11-2/5.

SHIPPING NOTES.

The s.s. *Yuen-shing*, which left on Saturday for Manila put back on Sunday for repairs to her boilers and left again yesterday.

A Japanese steamer, conveying pilgrims, sank last week in the Inland Sea, and of those on board twenty were drowned, while forty are missing.

Mr. Culver, chief officer of the N.Y.K. *Kanagawa-maru*, has been appointed to command the *Tenjin-maru*, running between Japan and Shanghai.

The E. & A. s.s. *Empire* went ashore last week near Moji. Storms prevented immediate salvage, but the position of the steamer was not dangerous. The passengers and cargo were safe.

The *Indrapura* (Captain D. Menfield), now in port, leaves for Japan to-morrow and will be transferred to her Japanese purchasers at Kobe. The *Indrapura*, belonging to the same company, has recently been wrecked at Madagascar while outward bound for Japan. We learn that the Indro Line has four new ships building, two of them for the China trade.

The old wreck on the eastern extremity of Bombay reef, which lies half-way between Singapore and Hongkong, is reported by the captain of the steamer *Glenfallach* to be still visible, although the masts and funnel have disappeared. This is the wreck of the Norwegian ship, *Ragnar*, that stranded on the reef about two years ago.

The Osaka Shosen Kaisha's steamer *Canada Maru*, which has just left for Victoria via Shanghai and Japan ports, is making her maiden voyage. The *Canada Maru* is the sixth of the Company's trans-Pacific steamers. In design she possesses the same features as her sisters, the *Panama Maru* and the *Mexico Maru*. Built at Nagasaki Dockyard, her gross tonnage is 6,051 tons and her net register 3,760 tons. She is 408 feet in length, her beam is 49 feet 8 inches and her depth is moored to 30 feet. A silk and parcel room is one of her features. Her derricks are capable of lifting 40 tons, and her speed is 15 knots.

Clyde shipbuilders have been invited to tender for one or more steamers of a 5,000 shaft horse-power for the Canadian-Pacific Railway Atlantic traffic. The new steamers are to take the place of the *Empress* on the Liverpool route.

From Lloyd's agent in Hongkong (Mr. John Lambert) we have received the returns of vessels lost, condemned, etc., during the last quarter of 1910. British and Colonial ships lost totalled 35, giving a percentage per vessels owned of 35. The largest percentage was 157, that of Spain, who lost eight vessels of smallish tonnage. The smallest percentage was that of Sweden 21. Austria-Hungary, the Netherlands, Central and South America and "Other Countries," came through the quarter without loss of any kind. Of sailing vessels the highest percentage lost was 2.92 owned by Norway, but Sweden came next with 2.56. The largest number of ships lost was Norway's 22, America coming next with 21.

Lord Furness has given to Messrs. Richardson, Westgarth & Co., Middlesbrough, an order for a set of single screw oil engines of 1,000 horse-power for a 3,200 ton ship to be built to his order by Sir Raylton Dixon & Co. of the same town. The engines will be of the slow running open type designed by Mr. Westgarth especially for cargo boats. It is intended to have the ship ready for sea in the autumn, and it will probably be the first ocean-going steamer propelled by crude oil engines.

The delicate operation of docking the White Star Line *Olympic* was successfully carried out last month when the vessel was taken into the new graving dock constructed by the Belfast Harbour Commissioners. The only trying moment during the whole operation was when the vessel's beam was opposite the entrance, only a foot and a half dividing the hull from the concrete blocks at the side of the dock. Happily, however, the hull was not even scraped.

Later in the day the dock was emptied and the liner shored in readiness for the workmen. Next day a staff comprising about three thousand hands began the task of completing the liner for sea, and the work will be pushed forward at the highest pressure. May 31 is the stipulated date for handing the vessel over to the owners. That the *Olympic* is not the last word in ship-building was indicated by the speech delivered by Lord Pirrie after the vessel was docked. So far as he knew, he said, the dock, although it was the largest in existence, was not only not too big but in the near future the harbour authorities would be called upon to provide even larger docks so that shipbuilders could be in a position to construct ships to meet the growing needs of the travelling public.

SAD TRAGEDY IN HANKOW.

The residents of Hankow (says the *Hankow Daily News* of the 2nd ult.) were deeply shocked to hear, yesterday morning, of the tragic death of Mr. Ernst Bechholz, a young German of 24 years of age in the employ of Carlowitz & Co. (The deceased had been dining with some friends and returned home in apparently good spirits. However, in the early hours of the morning a shot was heard in his bedroom, and his messmates, rushing to his room, found him stretched on the floor with a bullet wound through his heart and a rifle alongside his body. His death must have been almost instantaneous. The funeral took place yesterday evening and was attended by a large number of friends of the deceased.

SHIPPING

ARRIVALS.

EMPIRE, British str., 2,845, J. M. Hay, 30th April—Kobe via Moji 26th April.
General—Gibb, Livingston & Co.
GERMANIA, German str., 1,713, N. Fransson, 1st May—Singapore 24th April, General—Jensen & Co.
HONGKONG, British str., 1,359, J. M. Hay, 30th April—Wakamatsu 24th April, Coal—Jardine, Matheson & Co.
KUTSANG, British str., 4,550, H. C. D. Bradley, 30th April—Cebu 13th April, General—Jardine, Matheson & Co.
LINAN, British str., 1,235, C. C. Williams, 1st May—Shanghai 27th April, General—Butterfield & Swire.
LOKANG, British str., 978, G. H. Bowker, 30th April—Shanghai and Swatow 29th April, General—Jardine, Matheson & Co.
ONANG, British str., 1,737, A. G. Smith, 1st May—Chingwangtao 23rd April, Coal—Chinese Engineering & Mining Co.
PRINZ SIGISMUND, German str., 1,844, F. Weigall, 30th April—Sydney 6th April, General—Melchers & Co.
SABINE, British str., 1,359, Robinson, 30th April—Hongkong 28th April, Coal—Butterfield & Swire.
SHANGHAI, British str., 1,216, R. G. Paramore, 30th April—Shanghai 27th April, General—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

1st May.
Bingo Maru, Japanese str., for Singapore.
Canada Maru, Japanese str., for Shanghai.
Hainan, British str., for Swatow.
Hanoi, French str., for Haiphong.
Kohkichi, German str., for Swatow.
Pakt, British str., for Amoy.
Prinz Sigismund, German str., for Kobe.
Triumph, German str., for Hongkong.

DEPARTURES.

1st May.
CHUNNANG, British str., for Amoy.
HONGKONG, British str., for Canton.
LINAN, British str., for Canton.
LOKANG, British str., for Canton.
NAKANG, British str., for Amoy.
SUKANG, British str., for Singapore.
TUNGKANG, British str., for Haiphong.
TUNGKANG, Chinese str., for Canton.
YUENKANG, British str., for Manila.

SHIPPING REPORTS.

The British str. Lokang reports: Variable winds and heavy rain.

STEAMERS PASSED THE CANAL.

April 4th—Procur, Indrapura, Kaga Maru, Tub-Aichuan, Hainan, Peshawar, Polyphenus, Syria, Hermann, Lerche, 11th—Hennery, Bloemfontein, Breconshire, Eschering Franz Ferdinand, St. Hugo, 18th—Atsuta Maru, Brazilia, Buelow, Ceylon, Cleary, Macdon, Nera, Nore, Scandia, Sicilia, 21st—Antenor, Canton, Koning St. Pons, 25th—Ambria, Despatch, Pak Long, Pelau, Bantua, Bulawa, Siga Maru, Christian, Nera, Guevara, Nether, 25th—Uranu Maru, Luetow, Nera, Kurega, Tokin.

ARRIVALS AT HOME.

April 28th—Iyo Maru, Kanagawa Maru, Nippon, Prowethia.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"LIGHTNING,"
Captain E. P. Smith, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 p.m.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, 28th April, 1911. [643]

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Cundy, will be despatched as above about 12th May.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th April, 1911. [629]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
RIME AND TRISTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports.)

THE Company's Steamship

"CHINA,"
Capt. Pavissich, will be despatched as above on FRIDAY, 26th May.
This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 29th April, 1911. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "Lw." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMA	Brit. str.	—	H. W. A. Clarke, B.N.R.	P. & O. S. N. Co.	On 4th inst., at 10 A.M.
LONDON, ROTTERDAM & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Cundy, B.N.R.	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
LONDON, &c. VIA SINGAPORE, &c.	DELTA	Brit. str.	—	E. P. Martin, B.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, B.N.R.	P. & O. S. N. Co.	About 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEIGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 4th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACUSSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARCADIA	Swed. str.	—	Schwaghammer	OLOF WILH & Co., Ltd.	On 2nd June.
COPENHAGEN & BALTIC PORTS.	SEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	About beginning of June
HAYRE, BREMEN & HAMBURG, &c.	FRIENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 10th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	AKI MARU	Jan. str.	—	K. Homma	NIIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jan. str.	—	A. E. Moses	NIIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, HAYRE & HAMBURG, &c.	BAVERN	Ger. str.	k. w.	Bröhmer	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jan. str.	—	M. Hagino	NIIPPON YUSEN KAISHA	On 7th June, at D'light
TIESTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Pavissich	SANDER, WIELER & Co.	On 23th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	On 3rd inst., at Noon.
NEW YORK	MONTEAGLE	Brit. str.	—	Thomas	DOUGLAS LIPRAIK & Co.	About 4th inst.
BOSTON & NEW YORK	AMERICAN PRINCE	Brit. str.	—	—	—	About 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	—	About 14th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 20th inst., at 6 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI & JAPAN	TACOMA MARU	Jan. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th June, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jan. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 16th inst., at D'light
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jan. str.	—	S. Tominga	NIIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	SUBERIC	Brit. str.	—	F. S. Cowley	NIIPPON YUSEN KAISHA	On 20th June, at 4 P.M.
VANCOUVER (DIRECT)	SUBERIC	Brit. str.	—	—	NIIPPON YUSEN KAISHA	On 6th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMERICA MARU	Jan. str.	—	A. G. Stevens	CANADIAN PACIFIC R. Co.	On 5th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERHIA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KANGA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 27th inst., at 1 P.M.
BEIRA, DELAGOA BAY, DURBAN, &c.	RYGA	Nor. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst.
PORTLAND VIA JAPAN	CHANGSHA	Brit. str.	1 m.	E. Finlayson	THE BANK LINE, LIMITED	On 8th inst.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jan. str.	—	M. Winkler	PORTLAND & ASIATIC S.S. Co.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jan. str.	—	J. Nigro	NIIPPON YUSEN KAISHA	On 20th inst., at D'light
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 9th June, at Noon.
KOBE & YOKOHAMA	ATSUBA MARU	Jan. str.	—	Wm. Thompson	NIIPPON YUSEN KAISHA	To-day, at 8 A.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jan. str.	—	J. Nigro	NIIPPON YUSEN KAISHA	On 11th inst., at 11 A.M.
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Dut. str.	—	H. Hinokuma	TOYO KISEN KAISHA	On 10th inst., at Noon.
JAPAN	TIKING	Brit. str.	1 m.	H. Kups	JAYA-CHINA-JAPAN LINE	On 17th June, at 1 P.M.
TIEN-TSIN	KOCHIKU	Brit. str.	—	Forestry	BUTTERFIELD & SWIRE	Quick despatch
TIEN-TSIN	CHONGSHING	Brit. str.	—	Y. McCloyant-Liddell	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PESHAWAR	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 9th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str.	—	E. F. Dally, B.N.R.	P. & O. S. N. Co.	About 6th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 4th inst., at D'light
SHANGHAI	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 5th inst., at Noon.
SHANGHAI, KOBE & MOJI	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	PRENFELS	Ger. str.	k. w.	—	NIIPPON YUSEN KAISHA	On 10th inst.
SHANGHAI	BAKATA MARU	Jan. str.	—	A. Mecker	P. & O. S. N. Co.	About 11th inst.
SHANGHAI	CANON	Swed. str.	—	H. Powell	OLOF WILH & Co., Ltd.	On 16th inst.
SHANGHAI	SCANDIA	Ger. str.	k. w.	Knaisol	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	TILWIG	Dut. str.	—	Van D. Jalink	JAYA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	CARL DIEBEBICHSEN	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight
SHANGHAI, KOBE & YOKOHAMA	SOSHU MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	DAIJI MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHOSHUN MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	KASHING	Brit. str.	1 m.	T. W. Pichard	DOUGLAS LIPRAIK & Co.	To-morrow, at Daylight
SHANGHAI, KOBE & YOKOHAMA	HAIYANG	Brit. str.	2 h.	A. B. Hodgins	DOUGLAS LIPRAIK & Co.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LIPRAIK & Co.	To-morrow, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	J. S. Beach	DOUGLAS LIPRAIK & Co.	On 5th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	SINGAN	Brit. str.	—	W. C. Passmore	DOUGLAS LIPRAIK & Co.	On 9th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Am. str.	—	F. Jamieson	BUTTERFIELD & SWIRE	On 6th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	S. Crosby	SHAWAN, TOMES & Co.	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	ZAPIRO	Am. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	—	M. C. Smith	SHAWAN, TOMES & Co.	On 20th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	BINGO MARU	Jan. str.	—	W. G. Passmore	NIIPPON YUSEN KAISHA	On 17th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CAPRI	Ital. str.	—	B. J. G. Passmore	NIIPPON YUSEN KAISHA	To-day.
SHANGHAI, KOBE & YOKOHAMA	LIGHTNING	Brit. str.	—	Figari	CARLOWITZ & Co.	On 13th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	NAMANG	Brit. str.	—	E. P. Smith	DAVID SASSON & Co., Ltd.	To-morrow, at 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	THILATAP	Dut. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
BATAVIA, CHERIDON, SAMARANG, &c.	—	Dut. str.	—	Rooy	JAYA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" Sat., 20th May	"EMPRESS OF BRITAIN" Fri., 16th June
"EMPRESS OF CHINA" Sat., 10th June	"ALLAN LINE" Friday, 7th July
"MONTEAGLE" Wed., 28th June	
"EMPRESS OF INDIA" Sat., 1st July	"EMPRESS OF IRELAND" Fri., 28th July
"EMPRESS OF JAPAN" Sat., 22nd July	"ALLEN LINE" Friday, 13th Aug.
"EMPRESS OF CHINA" Sat., 12th Aug.	"EMPRESS OF BRITAIN" Fri., 8th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate and 1st Class Railway " 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG." Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

PORTLAND & ASIATIC S.S. CO.

OREGON-WASHINGTON RAILROAD
AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3,807	Eivind Meyer	On 8th May.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,
AGENT. [49]

KING'S BUILDING, (Opposite Blake Pier).

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
KOBE and YOKOHAMA	"PRINZ SIGISMUND,"	6,900	Tuesday, 2nd May, at 8 A.M.
	Capt. D. Lenz		

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG," 18,300 { Wed., 3rd May, at Noon

GIBRALTAR, SOUTHAMPTON, "PRINZ LUDWIG," 18,300 { May, at Noon

ANTWERP & BREMEN, "PRINZ LUDWIG," 18,300 { May, at Noon

SHANGHAI, TSINGTAU, KOBE, "BUELOW," 16,900 { About 3rd May.

YOKOHAMA, "BUELOW," 16,900 { About 3rd May.

MANILA, YAP, ANGAUR, MARONN, "PRINZ SIGISMUND," 6,900 { Saturday, 20th May, at D'light

NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd May, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th May, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th May, 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,
HONGKONG, 1st May, 1911. [13]

PHILIPPINES S.S. CO.

VESSELS ON THE BERTH

CANADIAN
PACIFIC
RAILWAY CO.

FOR VANCOUVER DIRECT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. F. Dady, R.N.R.	10 A.M., 4th May	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PE-NANG, COLOMBO, and PORT SAID	Capt. H. W. A. Clark, R.N.R.	10 A.M., 4th May	Freight only
SHANGHAI, MOJI, KOBE, PESHAWUR, and YOKOHAMA	Capt. E. W. Bruce, R.N.R.	About 6th May	Freight only.
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Neon, 13th May	See Special of CALL.
LONDON and ANTWERP via SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA	About 17th May	Freight and Passage.

Hongkong, 2nd May, 1911.

E. A. HEWETT, Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and LOILO	TEAN	On 2nd May, 4 P.M.
MANILA, ZAMBOANGA, THUES-DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BIRBAIRN, SYDNEY and MELBOURNE	CHANGSHA	On 3rd May, 4 P.M.
AMOI, SHANGHAI and CHUNGKING	KASHING	On 3rd May, D'light
SHANGHAI	LINAN	On 4th May, 4 P.M.
HAIPHONG	SINGAN	On 6th May, Noon
TIENSIN	KUEICHOV	On 8th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINCHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai first every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 2nd May, 1911.

BUTTERFIELD & SWIRE, AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	KUTSANG	Friday, 5th May, Noon.
MANILA	LOONGSANG	Saturday, 6th May, 2 P.M.
SINGAPORE, PENANG and CALCUTTA	NAMSANG	Monday, 8th May, Noon.
TIENSIN	CHONGSHING	Tuesday, 9th May, Noon.
MANILA	YUENSANG	Saturday, 13th May, 2 P.M.
SANDAKAN	MAUSANG	Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Two Uskan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

Hongkong, 2nd May, 1911.

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

[15]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd May, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 5th May, at 11 A.M.
"HAIYONG"	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd May, at 11 A.M.
		SUNDAY, 7th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blaise Pier).

For Freight and Passage, apply to—

Hongkong, 2nd May, 1911.

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS-GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South America Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	
S.S. FREINFELS	6th May
S.S. SCANDIA	13th May
S.S. SLAVONIA	4th June
S.S. SEGOVIA	15th June
S.S. SPEZIA	1st July
S.S. SILESIA	12th July
S.S. C. FRED. LAESZ	28th July

For Further Particulars, apply to—

Hongkong, 28th April, 1911.

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BELGRAVIA	4th May
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA	10th May
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SACHSEN	25th May
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. BAYERN	30th May
FOR ROTTERDAM & HAMBURG:	
S.S. ARCADIA	2nd June
FOR HAVRE & HAMBURG:	
S.S. FREINFELS	10th June

HAMBURG-AMERIKA LINIE, Hongkong Office.

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 27th May, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 19th May, at 1 P.M.

CHINA 10,200 Tons FRIDAY, 16th June, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via New York £43.

HONGKONG TO SAN FRANCISCO £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agents of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 10th May, at Daylight
	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 24th May, at Daylight
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 7th June, at Daylight
	KAMAKURA MARU Capt. B. Kou	7,000	SATURDAY, 20th May, from KOBE
VICTORIA B.C. & SEATTLE	AWA MARU Capt. Irizawa	7,000	TUESDAY, 23rd May, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KRELUK, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Fominaga	7,000	TUESDAY, 20th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th May, at Noon
BOMBAY via SINGAPORE, PORE and COLOMBO	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	BINGO MARU Capt. S. J. G. Parsons	5,000	TUESDAY, 2nd May, at Noon
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. J. Nagao	5,000	WEDNESDAY, 10th May, at Noon
KOBE and YOKOHAMA	HAKATA MARU Capt. A. Mocher	7,000	WEDNESDAY, 10th May, at Noon
	ATSUTA MARU Capt. Wm. Thompson	9,000	THURSDAY, 11th May, at 11 A.M.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS. \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-407

T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICO, GUATEMALA and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO	E 45-0-0, Single
" NEW YORK	E 60-0-0, "
" LONDON	E 71-0-0, "
"	E 120-0-0, Return 6 Months
"	E 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 570-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	5,178	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
KEELUNG and TAMSUI	"CARL DIEDERICHSEN" (Chartered)	WEDNESDAY, 3rd Mar., at Daylight.
ANPING and TAKAO via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 3rd May, at 10 A.M.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 7th May, at 10 A.M.
FOOCHEW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 10th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building

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